How To - AMK Suspension Compressor Replacement

In true Land Rover fashion, even How To guides get superseded 😂

In the box, you will receive:

New compressor and bracket New upper and lower covers New compressor relay Various pipework, new pipe union, and a brass union Various bolts and screws

The only thing I would say is missing from this kit, are the 3 captive nuts that hold the bracket onto the chassis, which will more than likely break when removing the bolts.



Part number is RYH500170, and you need 3 of them

Start by removing lower cover, which is held on by 3 bolts. One at the front, one at the rear, and one in the bottom of the cover, as pictured







Next, if the inlet and exhaust pipes come out, fair enough, but they both need cut anyway to fit the new pipework. Cut them as close to the ridge in the pipe as possible. The more you have, the easier it will be later on



Remove the pipe into the blue union on the dryer. This one should be quick release, push in the blue collar, and pull the pipe out. If the pipe is seized into the dryer, just cut it. The pipe is replaced too **There may be a bit of air pressure released when this pipe is pulled out**



Disconnect the 2 electrical connectors, and remove the 2 lower bolts, that you can just about make out here.



The top bolt is very awkward to get at. You need just the right length of extension to get onto the bolt head. It is directly above the left hand lower bolt, roughly here. Alternatively, lever the old bracket off the chassis. If it breaks, it breaks. It is no longer needed. Or the captive nut may break up, and the compressor can be removed from the car.



And as seen with the compressor off, for reference



Roughly how the inlet/exhaust pipework sits when fitted to the car



Pull the old top cover out of the way. Now, the pipe (with the blue collar) that was pushed into the dryer needs to be replaced. It is at the front of the valve block inside the compressor cover. Undo the old union (12mm spanner) and discard pipe and union



New pipe on top



Fit the new union, and pull the white plastic insert out. It is only there to keep both part of said union together for fitting.



Place the top cover roughly in the correct place. Loosely fit the new compressor and bracket to the chassis. As you can see, you can now get access to the top bolt with a ratchet spanner, which is much easier than before. Land Rover must have thought about this!

I found it easier to only fit the top bolt and let the compressor hang down a bit, to allow access to the inlet/exhaust pipework



The inlet pipe (8mm pipe) gets joined as seen here, and routed over the top of the compressor, and into the inlet on the side of the compressor as seen here:





The exhaust pipe (6mm pipe) gets joined as seen here. I would advise to cut it a bit lower than I have done here, as it was a bit awkward joining it together.



Now, back to the other pipe. Fit the new pipe. The end with the 180 degree loop goes into the valve block, and the other end fits into the new compressor



Join both connectors up, and refit the lower cover. In the bag there are 2 black screws, and a 10mm bolt. Both screws go in the outside tabs of the cover, and the 10mm is fitted to the bracket. It cuts its own thread on the way in.

Fit the new relay. It lives in the engine bay fuse box. Clear fault codes if you have an FCR. If you don't, the compressor should still run anyway, but there will be a fault stored in the memory of the ECU.

I can confirm that the compressor will still run on the old software, and even after an extended road test, there were no warning lights, and seemed to be no issues. The customer has been informed that there will be a software update in the near future, and will rebook when that is available. It may have been my imagination, but the car seemed to pick itself up from access height a lot quicker than the original type of compressor ever did, and seems to run a fair bit quieter, as it is mounted on rubber mounts, and is sprung on the bracket.